

224196



Mack H. Shumate, Jr.  
Senior General Attorney, Law Department

December 15, 2008

VIA E-FILING

The Honorable Anne K. Quinlan  
Acting Secretary  
Surface Transportation Board  
395 E Street, S.W.  
Washington, DC 20423-0001

**Re: Abandonment Exemption to Abandon Operations and Discontinue Service of the Capitol Drive Industrial Lead from M.P. 92.21 the Shoreline Connection to the end of the Line at M.P. 89.13 south of Hampton Avenue, a distance of 3.08 miles in Milwaukee County, Wisconsin; STB Docket No. AB-33 (Sub-No. 268X)**

Dear Ms. Quinlan:

Attached for filing in the above-referenced docket is the Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing a Notice of Exemption in this matter on or after January 5, 2009.

Sincerely,

A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", with a stylized flourish at the end.

Attachment

cc: All Concerned Parties

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BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 268X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN MILWAUKEE COUNTY, WISCONSIN  
(CAPITOL DRIVE INDUSTRIAL LEAD)

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Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr., Senior General Attorney  
101 North Wacker Drive, Room 1920  
Chicago, Illinois 60606  
(312) 777-2055  
(312) 777-2065 FAX

Dated: December 15, 2008  
Filed: December 15, 2008

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BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 268X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN MILWAUKEE COUNTY, WISCONSIN  
(CAPITOL DRIVE INDUSTRIAL LEAD)

---

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment and discontinuance of service over the Capitol Drive Industrial Lead from M.P. 92.21, the Shoreline connection to the end of the line at M.P. 89.13 south of Hampton Avenue in the northeast Milwaukee area, a distance of 3.08 miles in Milwaukee County, Wisconsin (the "Line"). The Line traverses U. S. Postal Service Zip Codes 53209, 53211, 53212, and 53217. The UP anticipates that a Notice of Exemption to abandon operations and discontinue service over the Line will be filed at the Board on or after January 5, 2009.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made a part hereof. UP's letter to federal, state and local government agencies marked **Attachment No. 2** is attached hereto and is hereby made a part hereof. Responses received thus far to UP's letter are attached hereto and sequentially referenced as attachments in the appropriate sections of this Combined Environmental and Historic Report.

**ENVIRONMENTAL REPORT**  
**49 C.F.R. § 1105.7(e)**

(1) **Proposed action and alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

**Response:** The proposed action involves the exempt abandonment and discontinuance of service over the Capitol Drive Industrial Lead from M.P. 92.21, the Shoreline connection to the end of the line at M.P. 89.13 south of Hampton Avenue in the northeast Milwaukee area, a distance of 3.08 miles in Milwaukee County, Wisconsin. The proposed abandonment will have no adverse effect on shippers. No local traffic has moved on the Line in at least two years, and there is no overhead traffic on the Line. No complaint regarding cessation of service has been submitted, is pending, or has been ruled upon in favor of complainant in the last two years. After abandonment, the closest UP rail station will be provided to the north of the proposed abandonment on the Shoreline Subdivision near the junction with the Line at an operational point called Wiscona, or to the south in central Milwaukee. UP has several other lines in the Milwaukee area, which is also served by Canadian Pacific Railway, Wisconsin & Southern Railroad Company, and Amtrak. The portion of the Milwaukee metropolitan area served by the Line is well served by numerous urban streets, Wisconsin Route 57, and Interstate 43. Milwaukee is also a Great Lakes port.

The Line was constructed by the Green Bay, Milwaukee and Chicago Railway in 1855. The Line is currently constructed with 112 or 115-pound jointed rail; the date the track was laid is unknown.

A map of the Line is attached as **Attachment No. 1.**

**(2) Transportation system.** Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

**Response:** No railroad freight traffic moves over the Line and no railroad freight traffic is expected to move in the future; therefore, there should be no effect on regional or local transportation systems or patterns, and there will be no diversion to other modes or systems.

**(3) Land use.**

**(i)** Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

**(ii)** Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

**(iii)** If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

**(iv)** If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

**Response:**

**(i)** The Milwaukee County Board's Office has been contacted. To date UP has not received a response.

**(ii)** The United States Natural Resources Conservation Service ("NRCS") has been contacted. To date UP has not received a response.

**(iii)** Not Applicable.

**(iv)** The right-of-way proposed for abandonment could be suited for other public purposes including conservation, energy transmission or recreation. It would probably not be suited for roads or highways as the surrounding area already has adequate

public roadways. There is a pedestrian trail at the southern terminus of the Line. Once the Line is abandoned, some of the right-of-way could be used as a natural extension of that trail. According to the Property Schedule of the Railroad valuation maps, it appears that title to the right-of-way is non-reversionary in nature.

**(4) Energy.**

**(i)** Describe the effect of the proposed action on transportation of energy resources.

**(ii)** Describe the effect of the proposed action on recyclable commodities.

**(iii)** State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

**(iv)** If the proposed action will cause diversions from rail to motor carriage of more than:

**(A)** 1,000 rail carloads a year, or

**(B)** an average of 50 rail carloads per mile per year for any part of the affected Line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

**Response:**

**(i)** There will be no effects on the transportation of energy resources.

**(ii)** There are no recyclable commodities handled over the Line.

**(iii)** There will be no effect on energy efficiency.

**(iv)(A)(B)** There will be no rail-to-motor diversion.

**(5) Air.**

**(i)** If the proposed action will result in either:

**(A)** an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

**(B)** an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§ (5)(i)(A) will apply.

**Response:** There are no such effects anticipated.

(ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

**Response:** There will be no increase in rail traffic, rail yard activity, or truck traffic of these magnitudes as a result of the proposed action.

(iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

**Response:** The proposed action will not affect the transportation of ozone depleting materials.

**(6) Noise.**

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

**Response:** Not applicable.

**(7) Safety.**

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

**Response:**

(i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

**(8) Biological resources.**

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

**Response:**



(i) The U. S. Fish and Wildlife Service has been contacted. To date, UP has received no response.

(ii) The National Park Service Regional Office has been contacted. To date, UP has received no response.

**(9) Water.**

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

**Response:**

(i) The Wisconsin Department of Natural Resources has been contacted. To date UP has received no response.

(ii) The U.S. Army Corps of Engineers has been contacted. To date UP has received no response.

(iii) It is not anticipated there will be any requirements for Section 402 permits.

**(10) Proposed Mitigation.**

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

**Response:** There are no known adverse environmental impacts.

HISTORIC REPORT  
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

**Response:** See Attachment No. 1.

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area.

**Response:** The right-of-way is mostly 100 feet in width, with some slight variations. The topography is generally level terrain. The Line runs through a highly urban area consisting of residential, industrial and recreational (golf course) uses.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.

**Response:** The Wisconsin State Historic Preservation Society has been provided with photographs of each of the structures on the property that are 50 years old or older. A copy of the letter to the State Historic Preservation Society and photographs are attached as **Attachment No. 3**, and are hereby made part hereof. The Wisconsin Historical Society returned UP's letter and photographs and directed UP to "The Wisconsin NHPA § 106 Review Process" web site for information on submitting projects to the Wisconsin Historical Society. UP is determining how to proceed through the outlined process. The Wisconsin Historical Society's response is attached as **Attachment No. 4**, and is hereby made part hereof.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

**Response:** See Attachment No. 1 and Attachment No. 3.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

**Response:** See the preceding pages for a brief history and description of carrier operations.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

**Response:** Not applicable.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

**Response:** At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. UP believes that there is nothing in the scope of the project that merits historical comment and that any archeological sites within the scope of the right-of-way would have previously been repeatedly disturbed during the construction and maintenance of the Line.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

**Response:** UP does not have any such readily available information.

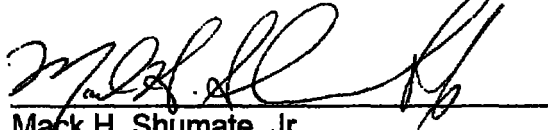
(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or group of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

**Response:** Not applicable.

Dated this 15<sup>th</sup> day of December, 2008.

Respectfully submitted,

UNION PACIFIC RAILROAD COMPANY

A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", is written over a horizontal line.

Mack H. Shumate, Jr.,  
Senior General Attorney  
101 North Wacker Drive, Room 1920  
Chicago, Illinois 60606  
312/ 777-2055  
312/ 777-2065 FAX

**CERTIFICATE OF SERVICE**  
**OF THE**  
**COMBINED ENVIRONMENTAL AND HISTORIC REPORT**

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 268X) for the Capitol Drive Industrial Lead in Milwaukee County, Wisconsin was served by first class mail on the 15<sup>th</sup> day of December, 2008 on the following:

**State Clearinghouse (or alternate):**

Wisconsin Public Service Commission  
610 North Whitney Way  
P.O. Box 7854  
Madison, WI 53707-7854

**State Environmental Protection Agency:**

Wisconsin Department of Natural Resources  
Environmental Protection  
101 S. Webster Street . PO Box 7921  
Madison, Wisconsin 53707-7921

**State Coastal Zone Management Agency**  
**(if applicable):**

Not applicable.

**Head of County (Planning):**

Milwaukee County Board  
901 North 9th Street, Room 201  
County Courthouse  
Milwaukee, WI 53233-1425

**Environmental Protection Agency**  
**(regional office):**

U.S. Environmental Protection Agency  
Region 5  
77 W. Jackson Blvd.  
Chicago, IL 60604-3507

**U.S. Fish and Wildlife:**

U.S. Fish and Wildlife Service  
Region 3  
1 Federal Drive  
BHW Federal Building  
Fort Snelling, MN 55111

**U.S. Army Corps of Engineers:**

U.S. Army Corps of Engineers  
Detroit District  
P.O. Box 1027  
Detroit, MI 48231-1027

**National Park Service:**

Nick Chevance, Environmental Coordinator  
Planning and Compliance Office  
National Park Service  
Midwest Regional Office  
601 Riverfront Drive  
Omaha, NE 68102

**U.S. Natural Resources Conservation Service:**

Natural Resources Conservation Service  
8030 Excelsior Drive  
Madison, WI 53717-2906

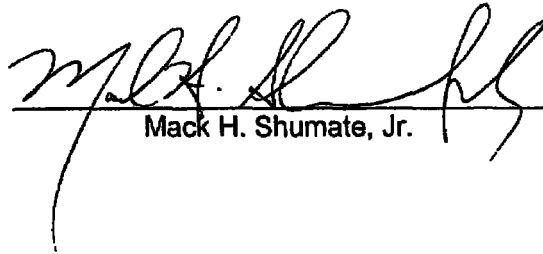
**National Geodetic Survey:**

National Geodetic Survey  
Frank Maida, Chief  
Spatial Reference System Division  
NOAA N/NGS23  
1315 E-W Highway  
Silver Spring, MD 20910-3282

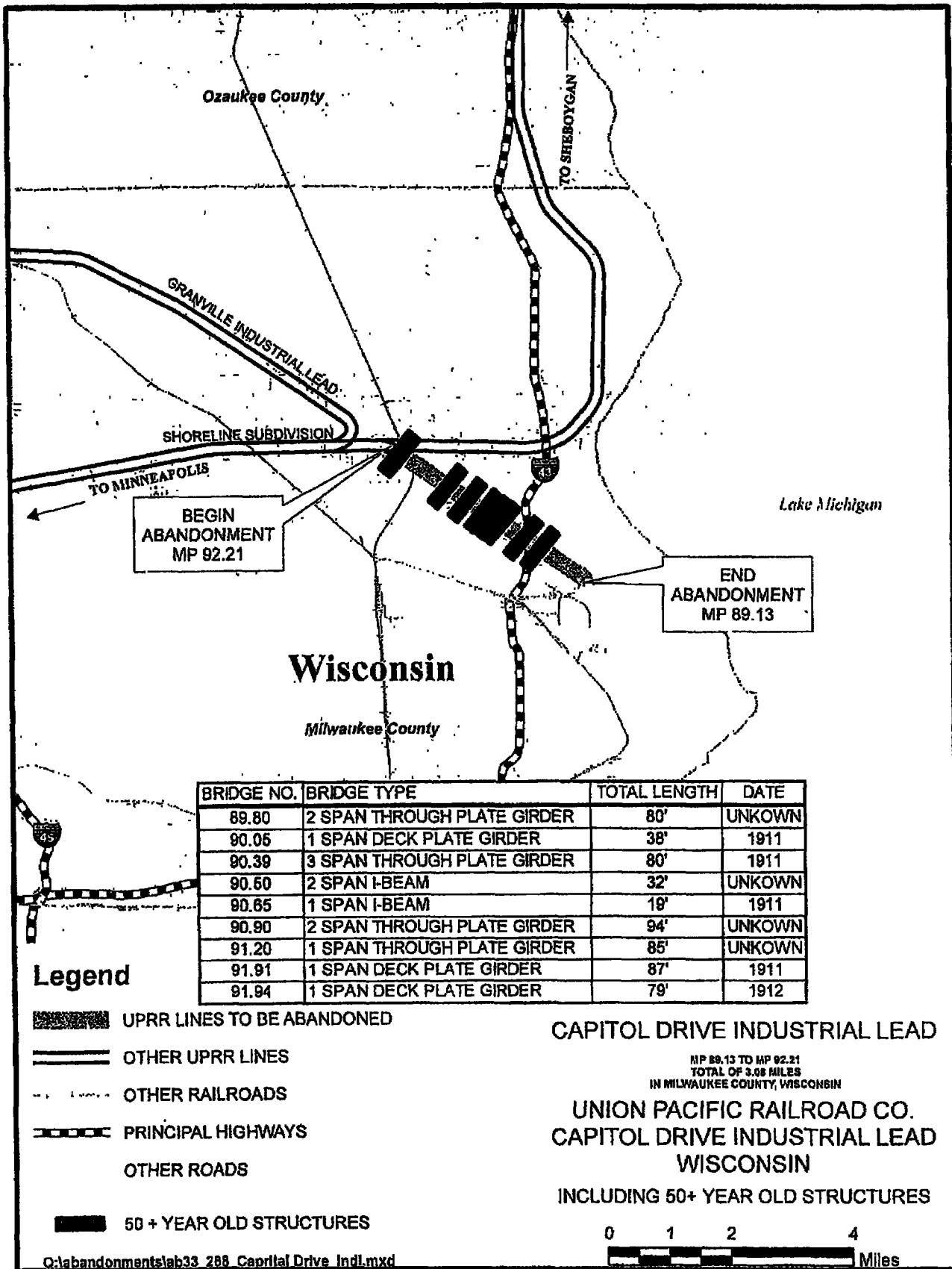
**State Historic Preservation Office:**

Wisconsin State Historic Preservation  
Office Historic Preservation Division  
State Historical Society  
816 State St.  
Madison, WI 53706

Dated this 15<sup>th</sup> day of December, 2008

A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", is written over a horizontal line. The signature is stylized with a large initial "M" and a long, sweeping underline.

Mack H. Shumate, Jr.





Law Department

April 29, 2008

**State Clearinghouse (or alternate):**

Wisconsin Public Service Commission  
610 North Whitney Way  
P.O. Box 7854  
Madison, WI 53707-7854

**U.S. Army Corps of Engineers:**

U.S. Army Corps of Engineers  
Detroit District  
P.O. Box 1027  
Detroit, MI 48231-1027

**State Environmental Protection Agency:**

Wisconsin Department of Natural Resources  
Environmental Protection  
101 S. Webster Street . PO Box 7921 .  
Madison, Wisconsin 53707-7921

**National Park Service:**

Midwest Regional Office  
National Park Service  
601 Riverfront Drive  
Omaha, NE 68102

**State Coastal Zone Management Agency  
(if applicable):**

Not applicable.

**U.S. Natural Resources Conservation  
Service:**

Natural Resources Conservation Service  
8030 Excelsior Drive  
Madison, WI 53717-2906

**Head of County (Planning):**

Milwaukee County Board  
901 North 9th Street, Room 201  
County Courthouse  
Milwaukee, WI 53233-1425

**National Geodetic Survey:**

National Geodetic Survey  
Frank Malda, Chief  
Spatial Reference System Division  
NOAA N/NGS23  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**Environmental Protection Agency  
(regional office):**

U.S. Environmental Protection Agency  
Region 5  
77 W. Jackson Blvd.  
Chicago, IL 60604-3507

**State Historic Preservation Office:**

Wisconsin State Historic Preservation  
Office Historic Preservation Division  
State Historical Society  
816 State St.  
Madison, WI 53706

**U.S. Fish and Wildlife:**

U.S. Fish and Wildlife Service  
Region 3  
1 Federal Drive  
BHW Federal Building  
Fort Snelling, MN 55111

Re: Proposed Abandonment of the Capitol Drive Industrial Lead from  
M.P. 92.21, the Shoreline connection, to M.P. 89.13 south of Hampton  
Avenue, a distance of 3.08 miles in Milwaukee County, Wisconsin; STB  
Docket No. AB-33 (Sub-No. 268X)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface  
Transportation Board (STB) to abandon and discontinue service on the Capitol Drive



Industrial Lead from M.P. 92.21, the Shoreline connection to M.P. 89.13 south of Hampton Avenue in the northeast Milwaukee area, a distance of 3.08 miles in Milwaukee County, Wisconsin. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

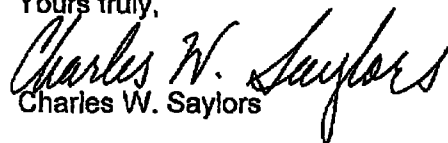
STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

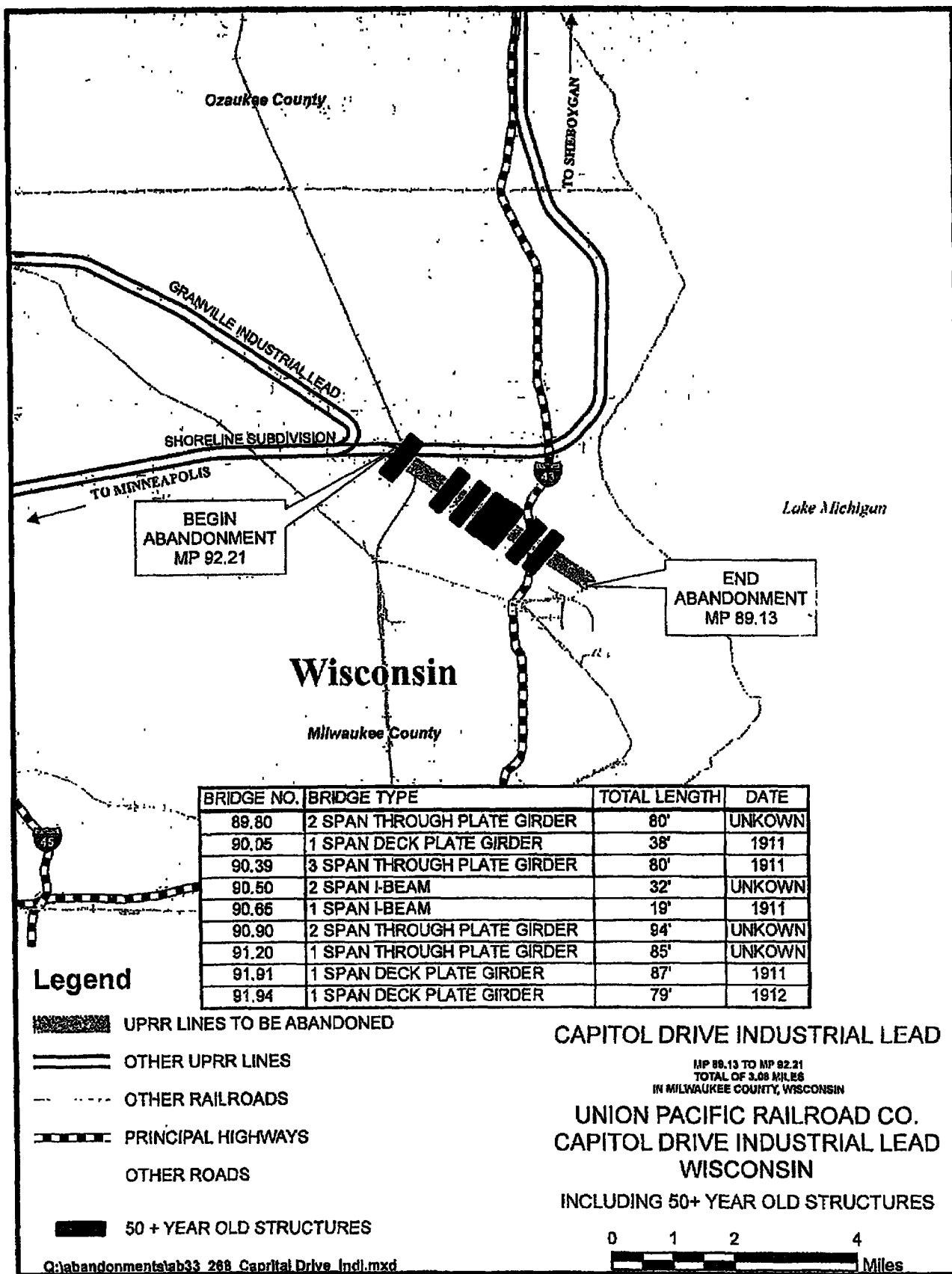
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1400 Douglas Street, Mail Stop 1580, Omaha, NE, 68179. If you need further information, please contact me at (402) 544-4861.

Yours truly,

  
Charles W. Saylor

Attachment





Law Department

November 3, 2008

Wisconsin State Historic Preservation  
 Office Historic Preservation Division  
 State Historical Society  
 816 State St.  
 Madison, WI 53706-6400

**Re: Proposed Abandonment of the Capitol Drive Industrial Lead from  
 M.P. 92.21, the Shoreline connection, to M.P. 89.13 south of Hampton  
 Avenue, a distance of 3.08 miles in Milwaukee County, Wisconsin; STB  
 Docket No. AB-33 (Sub-No. 268X)**

Dear Sir:

Enclosed for your review are seven photographs of the bridges located on the Fort Dodge Subdivision which are over 50 years old. The bridges are described as follows:

<u>Milepost</u>	<u>Description</u>	<u>Length</u>	<u>Year Constructed</u>
89.80	2 Span Through Plate Girder	80'	Unknown
90.39	3 Span Through Plate Girder	80'	1911
90.50	2 Span I-Beam	32'	Unknown
90.90	2 Span Through Plate Girder	94'	Unknown
91.20	1 Span Through Plate Girder	85'	Unknown
91.91	1 Span Deck Plate Girder	87'	1911

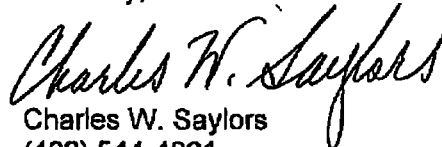
Two bridges on the line, a 38 foot deck plate girder at milepost 90.05 and a 19 foot "I" beam at milepost 90.65, were inaccessible due to overgrowth. We believe that the short deck plate girder at 90.05 would be similar to the other, photographed bridge span (mileposts 91.91/91.94) of the same type built in the same period to cross over what is now the Wisconsin Southern. Likewise, we believe that the short "I" beam at 90.65 is similar to the structure of the same type at Milwaukee River Parkway. With the exception of the Milwaukee River bridge, accessibility limitations prevented us from photographing bridge decks. We did find that the "Bird's Eye" function of web site Live Search Maps reveals the bridge decks rather well, but that viewing angle apparently cannot be printed.

There is county interest in exploring trail use on this segment as an extension of the current trail that ends at the southern limit of the proposed abandonment near Hampton Avenue, and the bridges on the segment once accommodated double track and are some of the more adaptable types for trail use due to their substantial decks. Accordingly, it is possible that these structures could remain in place.

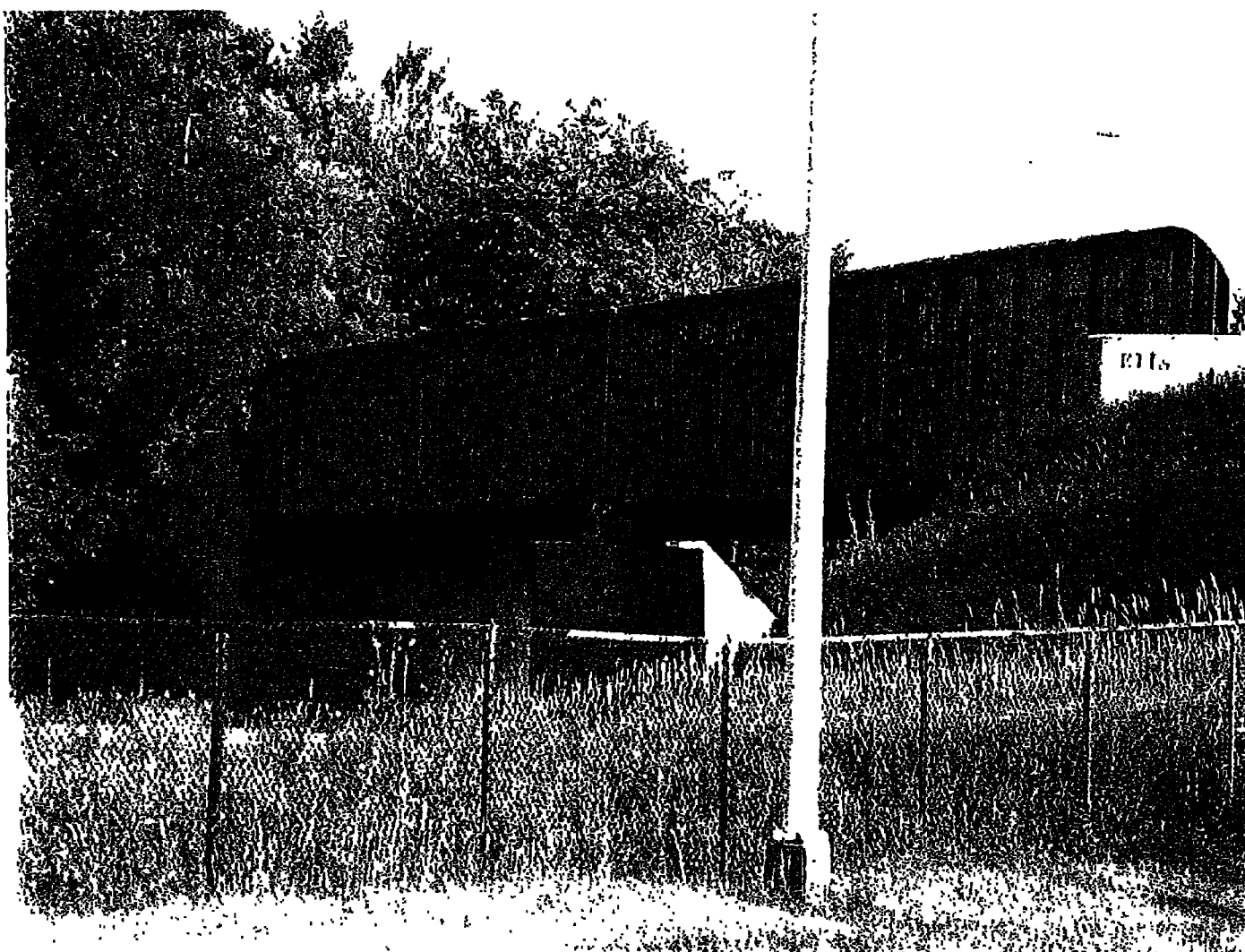
Finally, a map of the proposed abandonment and discontinuance is also enclosed for your reference.

Please advise if you believe there is historical significance to any of the bridges. Thank you for your assistance.

Sincerely,

  
Charles W. Saylor  
(402) 544-4861

Attachments



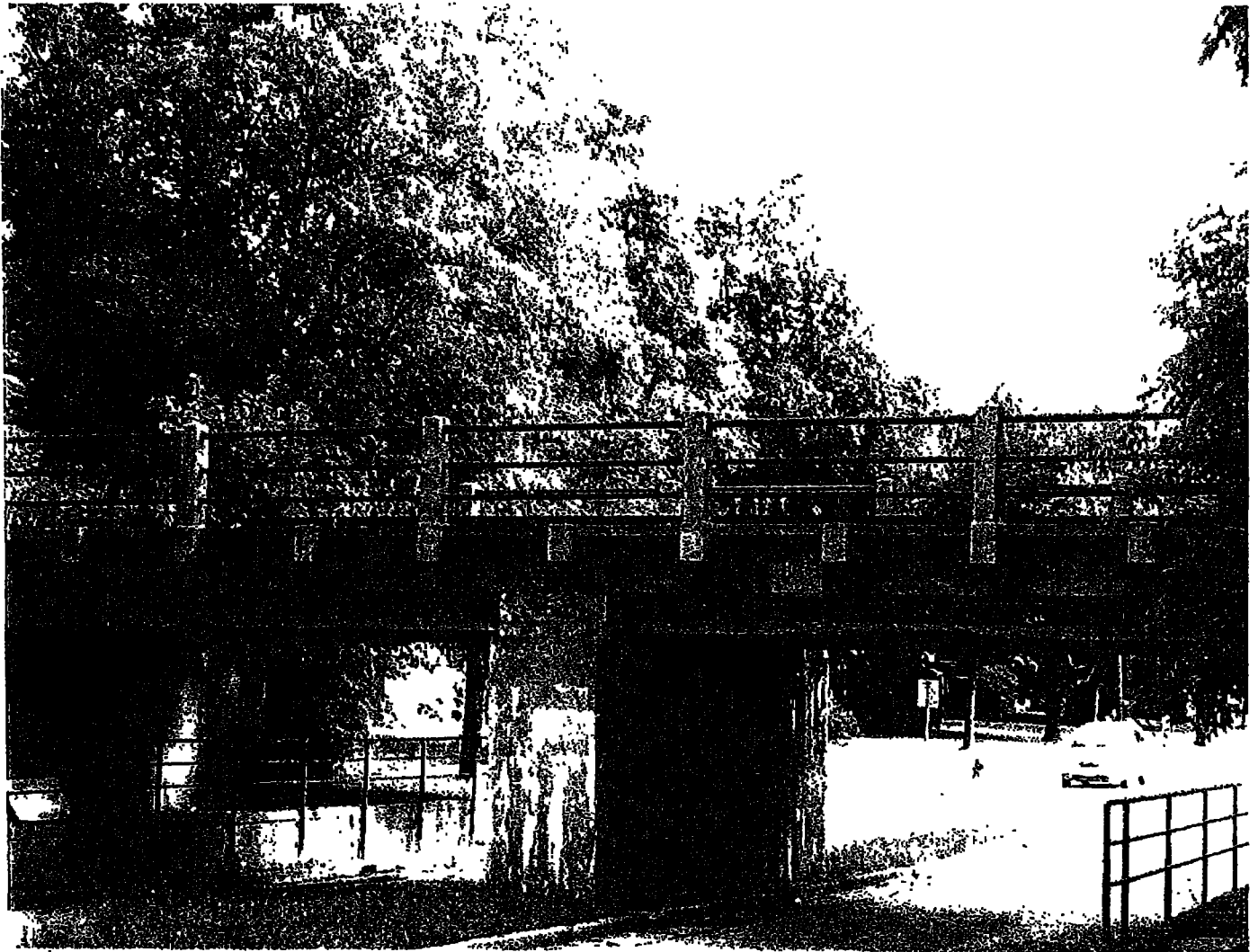
MP 89.80



HP 90.39



MP 90.39

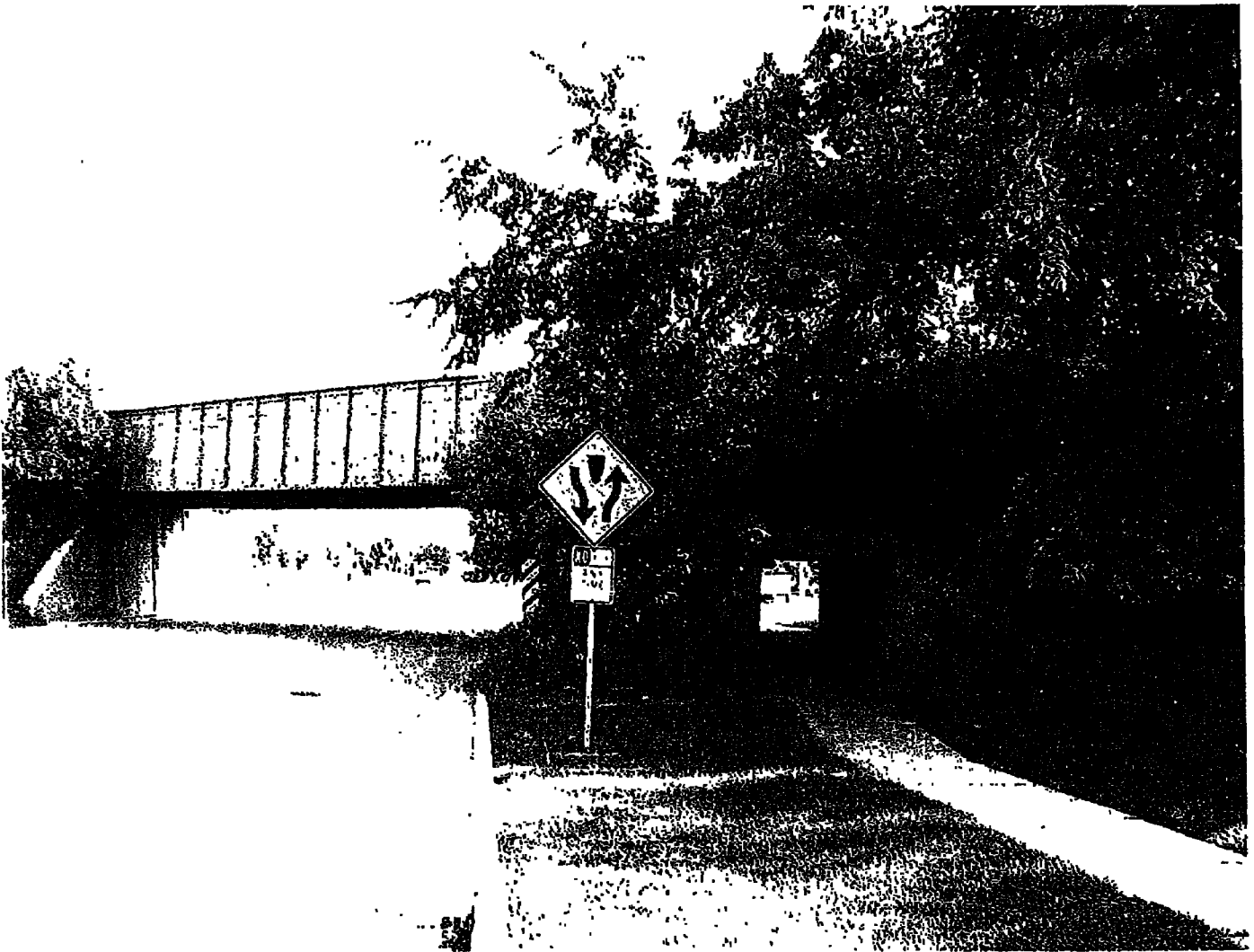


MP 90.50





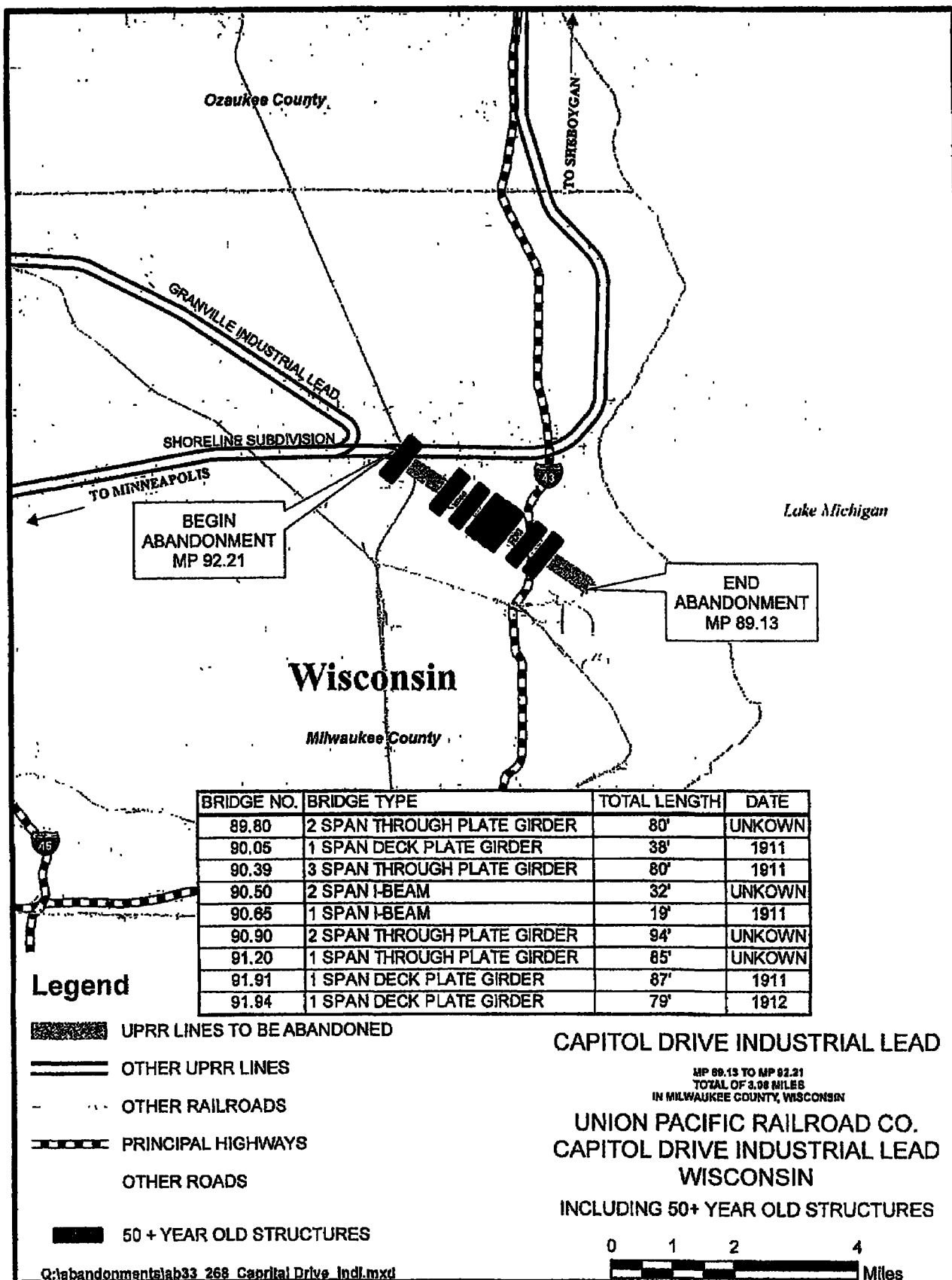
MP 90.90



MP 91.20



MP 91.91





November 10, 2008

Mr. Charles W. Saylor  
Union Pacific Railroad  
1400 Douglas Street, STOP 1580  
Omaha, NE 68179-1580

RE: Abandonment of Capitol Drive Industrial Lead, Milwaukee County, WI

**Project Submittal Information Notification**

In prior correspondence, we advised all federal agencies, that the Wisconsin § 106 review process had changed as of August 1, 2002. The materials you recently submitted for review do not comply with our review process guidelines.

Please be advised that all projects submitted to our office for § 106 review must follow this process. For detailed information on the Wisconsin § 106 review process, please visit the Office of Preservation Planning's "The Wisconsin NHPA § 106 Review Process" web site at:

[http://www.wisconsinhistory.org/hp/protecting/106\\_intro.asp](http://www.wisconsinhistory.org/hp/protecting/106_intro.asp)

It may be necessary to obtain the services of a qualified consultant to complete the required research. When the research has been completed, sign and date the form, and return it to our office for review and comment – with the research documentation.

For specific questions about this issue, please contact Dan Duchrow by email at [Dan.Duchrow@wisconsinhistory.org](mailto:Dan.Duchrow@wisconsinhistory.org) or by telephone at (608) 264-6505.

Thank you for your attention to this matter.

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